



SAN FRANCISCO BAY CONSERVATION
& DEVELOPMENT COMMISSION

April 10, 2017

To: Matthew Trujillo, Coastal Analyst, BCDC
From: Mark Sanders, President, Westpoint Harbor LLC
CC: Brad McCrea, Regulatory Program Director, BCDC
David Smith, Stice Block

Subject: **Temporary Fence for Phase 3, Westpoint Harbor**

Reference: Your March 23, 2017, Letter Regarding Amendment 7 (2002.002.07)

Hello Matthew,

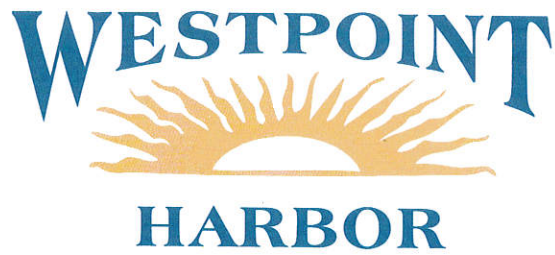
Thank you for responding to my letter regarding Amendment 7. Based on your comments it appears it would be more expeditious in realizing the temporary fence if we separate the issue of the deleted Rower's Boathouse in Amendment 6, and confine Amendment 7 to just the fence so we can finally open the Phase 3 path. I will address the Rower's Boathouse in a separate letter to you.

Continuing on to page 3 of your letter, here is the additional information you requested:

1. Full-size and reduced-size plans of the Phase 3 area to be temporarily fenced are attached. The civil engineer added the overall fence length, lengths of sections, setback from the Bay Trail, and description and height of the fence. The location of two gates for construction and emergency vehicles is also shown. The fence color is silver and "T-post driver" is the method of installation, directly into the ground as shown on the page 2 drawing.
2. We recognize your request for a 4' setback from the path: however as previously discussed and agreed with BCDC staff the fence setback is 2' for a several existing infrastructure reasons. Power, potable/fire water and communications are located under the path, and irrigation waterlines, valves, Christie boxes and control wiring are outside the path approximately 3'. Similarly, streetlight conduits and connection boxes are also outside the path approximately 4'. The 2' setback gives adequate separation between the path and undeveloped phase 3 without impinging on utilities and allows servicing. Moreover the SWPPP swale is 4' from the path and hazardous when rainy (swale photo attached).



3. The fence does not interfere with the five view corridors shown on the public access drawings. The fence is located on the side of the path *away* from all Bay and marina views, and in the opposite direction is the future retail area, Pacific Shores Center (eight-story buildings), and Cemex concrete plant.
4. A shorter fence (e.g. 3' high) would be ineffective because people simply step over it to enter areas restricted for public safety. The previously approved 2"x3" welded-wire fence is 4' high plus two plain-wire strands for an overall height of 5'. This is the minimal necessary for safety and doesn't interfere with views or trap leaves. The 4' mesh prevents off-leash dogs from getting into the restricted area which might tempt people to climb the fence to retrieve them, and the two wire strands minimize visual impacts.
5. As already noted this fence design and location were previously approved by BCDC (Ellen Miramontes/KSDG August 2012) and Redwood City, and reconfirmed by Redwood City in 2014 at the request of Adrienne Klein. The City recently reconfirmed approval is unnecessary for fences 5' or less on private property.
6. Attached are photos of Bay views from locations along the path as shown on the map key. Views away from the Bay (towards Pacific Shores and Cemex) are included too. There are no nearby roads or public access areas affected by the temporary fence, and no views of the Bay impacted in any way by the fence (it's the wrong direction). This is the same area Brad McCrea and I walked when the new fence request was made.
7. The safety fence has no SWPPP or protected aquatic resource implications, and accordingly, RWQCB permission is not required. The Conditional Water Quality Certification of Westpoint Marina and Boatyard (copied to BCDC) identified areas of impact and special conditions, and none are impacted by the fence. Similarly, state and federal FWS permit conditions address sensitive habitat areas on the east side of the property and the outside levee slopes, which have no relationship with the fence on the uplands portion of the project. Accordingly, no consultation is required.
8. Regarding environmental (EIR) documentation, Redwood City participated with BCDC and other agencies leading to the Neg Dec. This resulted in documents which identify allowed building footprints and various structures in the project: the total footprint of structures in all phases is 80,000 sf; and representative structures specifically included are the yacht club, restaurant, sailing school, charter service, two boatyard buildings, harbor master building, and rower's boathouse with shell-launch area.



Attached is the relevant section of the Redwood City Use Permit which describes structures in the project in detail as provided for in the Neg Dec. There is considerable BCDC documentation too (for example, Will Travis's 7/28/06 letter to the Commission describing structures and areas which are authorized by BCDC).

Note: Matthew, I do believe revisiting the Rower's Boathouse is inevitable. I was not the primary proponent for this facility; it was an amenity demanded by multiple interest groups and strongly supported by the Commissioners themselves. I will provide letters of support by community stakeholders and correspondence from then Executive Director Travis as well as the Commissioners demonstrating this point. The inclusion of the rower's boathouse and its use in the original plan on which the overall public access was determined obviates reconsideration of such factors on future amendments to re-integrate the facility. The facility was moved from the boatyard to the retail area as directed by the commission; it was never intended to be removed.

Lastly, the legal public access document filed with San Mateo County which you commented on has just two drawings: A small-scale drawing of the entire harbor (page 1) and a large-scale drawing, divided into 18 sheets (pages 2-19) such that details can be seen on 8.5"x11" sheets. Both show the Rower's Boathouse connected to the rower's "shell-launch" dock. The "metes and bounds" described public access only and therefore wouldn't include the boathouse.

Planning Services

Community Development Services

1017 Middlefield Road

P.O. Box 391

Redwood City, CA 94064



Telephone: (650) 780-7234

Facsimile: (650) 780-0128

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Email: planning@redwoodcity.org

Website: www.redwoodcity.org

NOTICE OF OFFICIAL ACTION

November 21, 2005

Mark Sanders
16075 Skyline Boulevard
Woodside, CA 94602

Subject: Issuance of Use Permit
File No.: UP 2005-08
Property Address: 1400 Seaport Boulevard
Assessor's Parcel Number: 054-300-680

effective 11/29/05

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Dear Mr. Sanders:

Your application for a Use Permit pursuant to Article 20, Section 4.A of the Zoning Ordinance to allow a new marina and associated accessory commercial uses to be known as the Westpoint Marina, has been reviewed by the Zoning Administrator. The site contains approximately 50 acres, including a proposed 26 acre marina basin, and is located in the Tidal Plain (TP) Zoning District. Previously, the site was used as a general purpose pond for bittern storage related to salt extraction operations. Primary access to this project is provided through the Pacific Shores Center office campus. The Westpoint Marina project includes three phases as summarized below:

Phase 1: Marina:

Total Floor Proposed Area – 7,200 square feet

- Marina Basin: permanent and guest slips as well as live-aboards* (up to 65 of total slips)..... 408 slips
- Harbor Master Building..... 5,700 sq. ft.
- Three restroom/shower facilities buildings..... 1,500 sq. ft.
- Vehicular Parking..... 315 stalls
- Boat Trailer Parking..... 45 stalls
- Two points of access
- Perimeter waterfront access path with a "belvedere" terminus
- Chain link perimeter fence on the east side of the site
- Various facilities, including at least one straddle lift, one fork lift and a launch ramp

Phase 2: Boat Yard:

Total Floor Proposed Area – 39,025 square feet

- Dry Stack Boat Storage Building..... 25,625 sq. ft.
- Dock Shops: 4 Bays and 4 shop suites..... 12,600 sq. ft.

▪ Dock Supplies.....	800 sq. ft.
▪ Vehicular Parking.....	33 stalls
▪ Gas Dock pump-out	
▪ Underground Fuel Storage	
▪ Refuse and Oil Disposal Facilities	
▪ Metal Container Storage	

Phase 3: Accessory and Commercial Uses:

Total Floor Proposed Area – 66,776 square feet

▪ Yacht Club.....	10,000 sq. ft.
▪ Boat House with Shell Launch Area.....	13,000 sq. ft.
▪ Café/Restaurant.....	8,000 sq. ft.
▪ Standard Retail.....	18,210 sq. ft.
▪ Marine Oriented Retail.....	13,243 sq. ft.
▪ Sailing School/Charter Service.....	4,323 sq. ft.
▪ Parking.....	205 stalls

*For consideration of this Use Permit, "live-aboards" are defined as any floating vessel berthed at the marina that is being used as a living unit for either short or long-term purposes.

Total floor area for all phases is proposed to be approximately 115,000 square feet with a total foot print of approximately 80,000 square feet, not including the metal container storage facilities. The floor area of proposed commercial uses is approximately 36,000 square feet and includes the café/restaurant, "standard retail," and yacht club. This corresponds to the approximately 30,000 square feet of commercial/retail uses anticipated and considered in the Environmental Assessment associated with this project. The additional floor area is all dedicated to marina oriented accessory uses, which were also generally considered in the Environmental Assessment. These uses include boat maintenance and other customary types of marina accessory uses such as marine oriented retail; harbor master; boat house; sailing school and charter service; as well as all of the structures shown on the plans in the boat yard area including dry stack boat storage and metal container storage.

In addition to considering the proposed combination of primary and accessory support uses, the City has also conducted a Parking Analysis of the overall site build-out for each proposed phase. Only uses that have an associated parking demand are included in the analysis. For example, accessory uses, such as restrooms, which do not contribute to the parking demand, are not included. Also, no additional parking is attributed to the various launches since 45 stalls for boat trailers are provided in immediate proximity to the launches. In the case that the City Zoning Ordinance provides ratios for proposed uses, those ratios are used. In other cases, where the ordinance does not specify parking ratios for a particular part of the marina use, ratios are based on a combination of factors, including industry standards; information about parking demand associated with a proposed program; and consideration of the shared parking opportunities of the overall sight for a combination of uses with varying peak hours and days of the week. The parking analysis follows:

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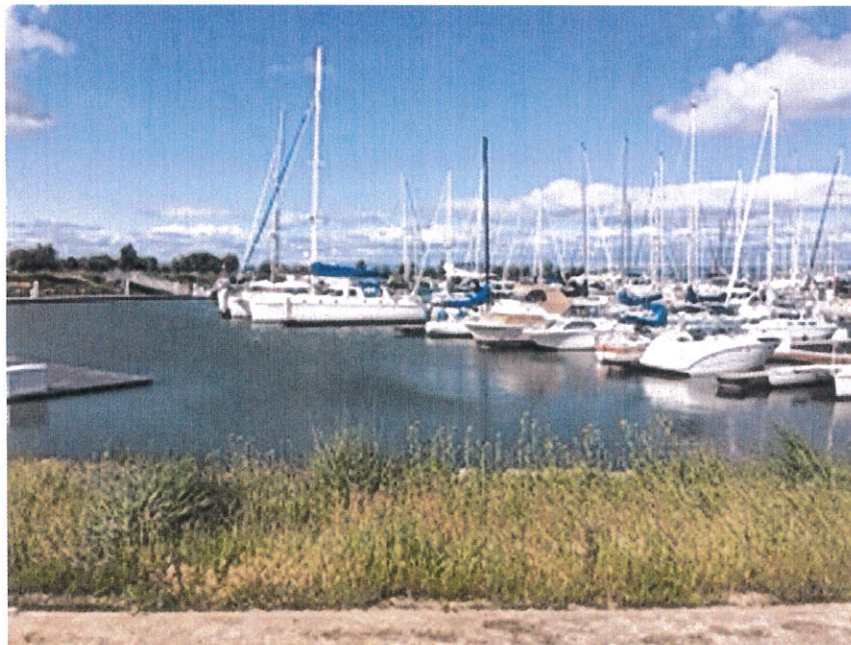
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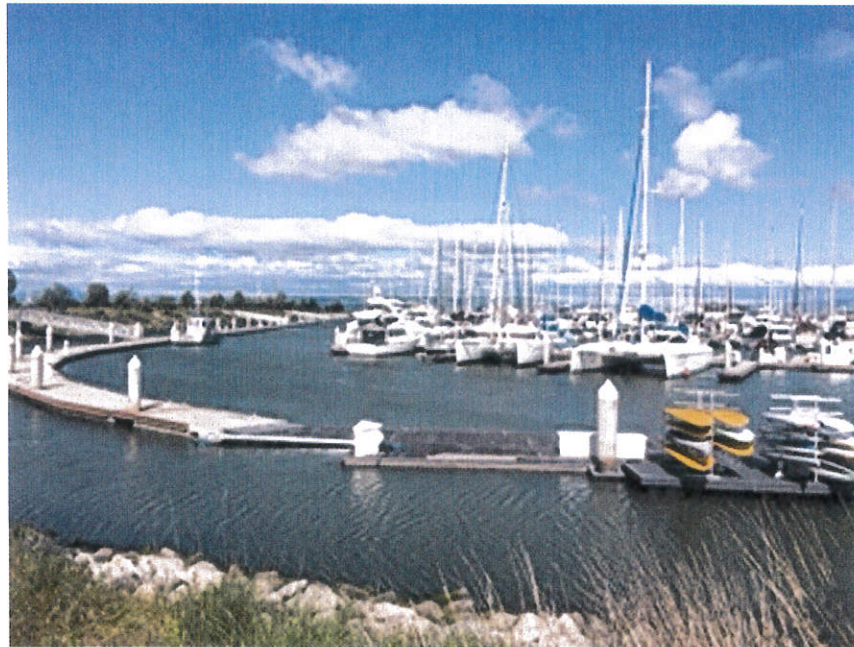
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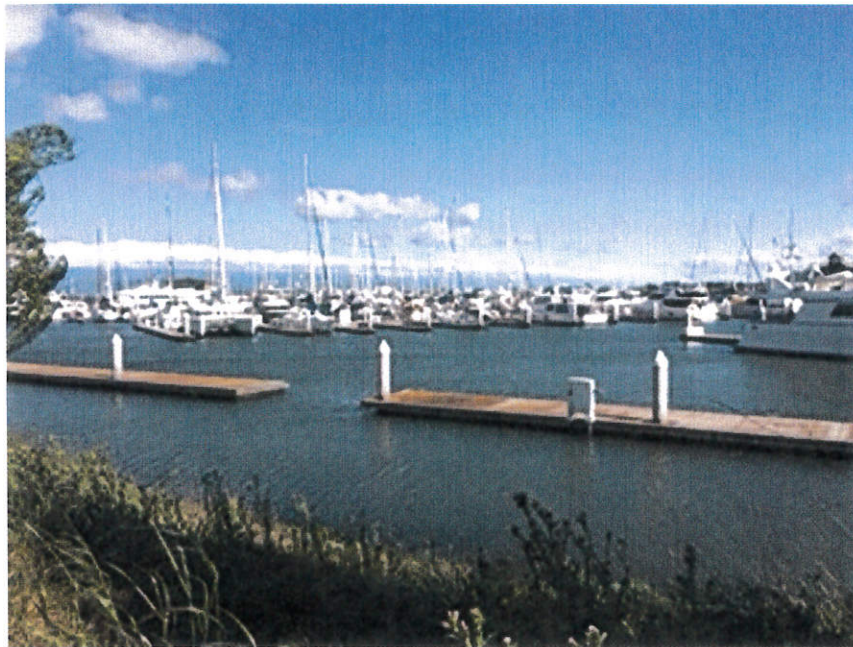
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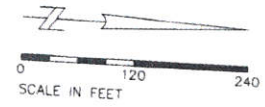
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PREPARED: 04/13/2017
SCALE: 1"=120'
BY: CRAIG OVERBO
JOB NO. 99019

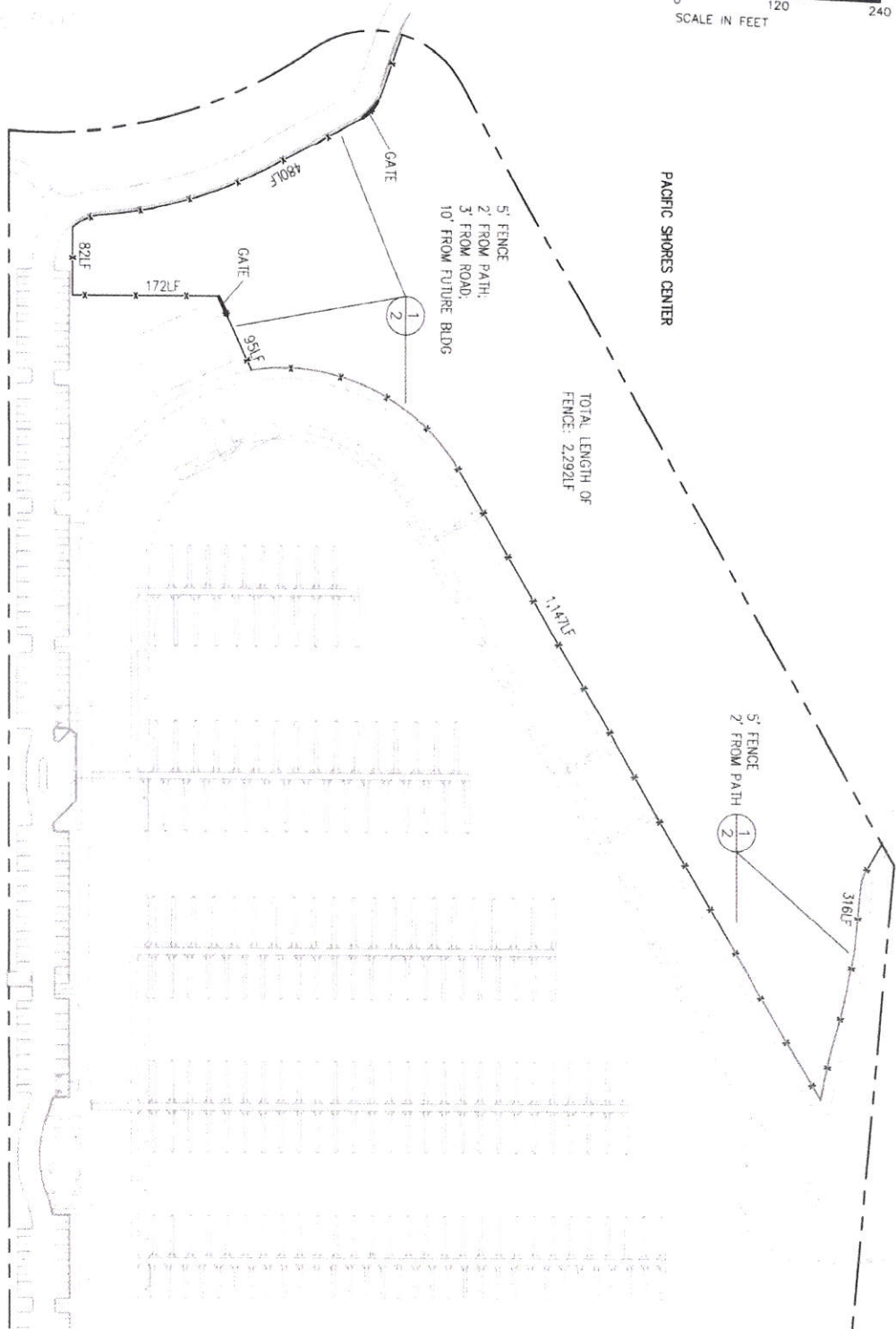
SITE PLAN WITH TEMPORARY PHASE 3 SAFETY FENCE
WESTPOINT HARBOR
REDWOOD CITY, CA

LANDS OF CARGILL, INCORPORATED

**BOHLEY
CONSULTING**

3150 ALMADEN EXPRESSWAY, SUITE 150
SAN JOSE, CA 95118
(408) 265-1600 • FAX (408) 265-1604

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1
TEMPORARY FENCING

NO SCALE

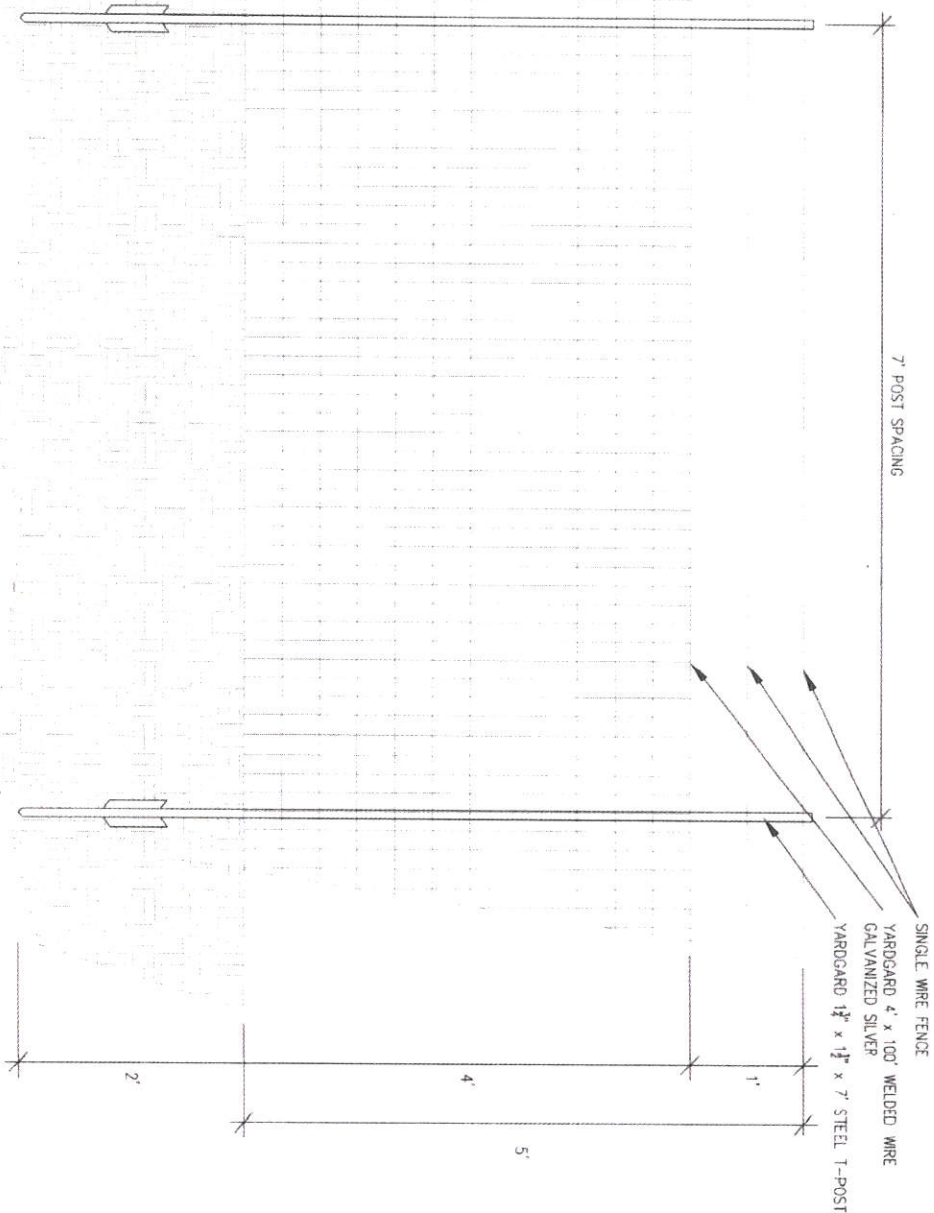
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SCALE: NONE
BY: CRAIG OVERBO
JOB No. 99019

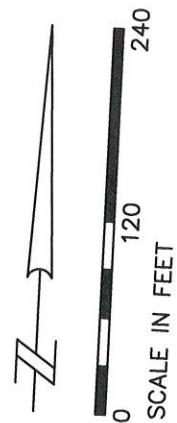
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PAGE 2 OF 2





PACIFIC SHORES CENTER

TOTAL LENGTH OF
FENCE: 2,292LF

5' FENCE
2' FROM PATH

1
2

316LF

1,147LF

5' FENCE
2' FROM PATH;
3' FROM ROAD;
10' FROM FUTURE BLDG

GATE

1
2

480LF

GATE

95LF

172LF

82LF

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Not Approved, this Sheet

PREPARED: 04/13/2017
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BY: CRAIG OVERBO
JOB No. 99019

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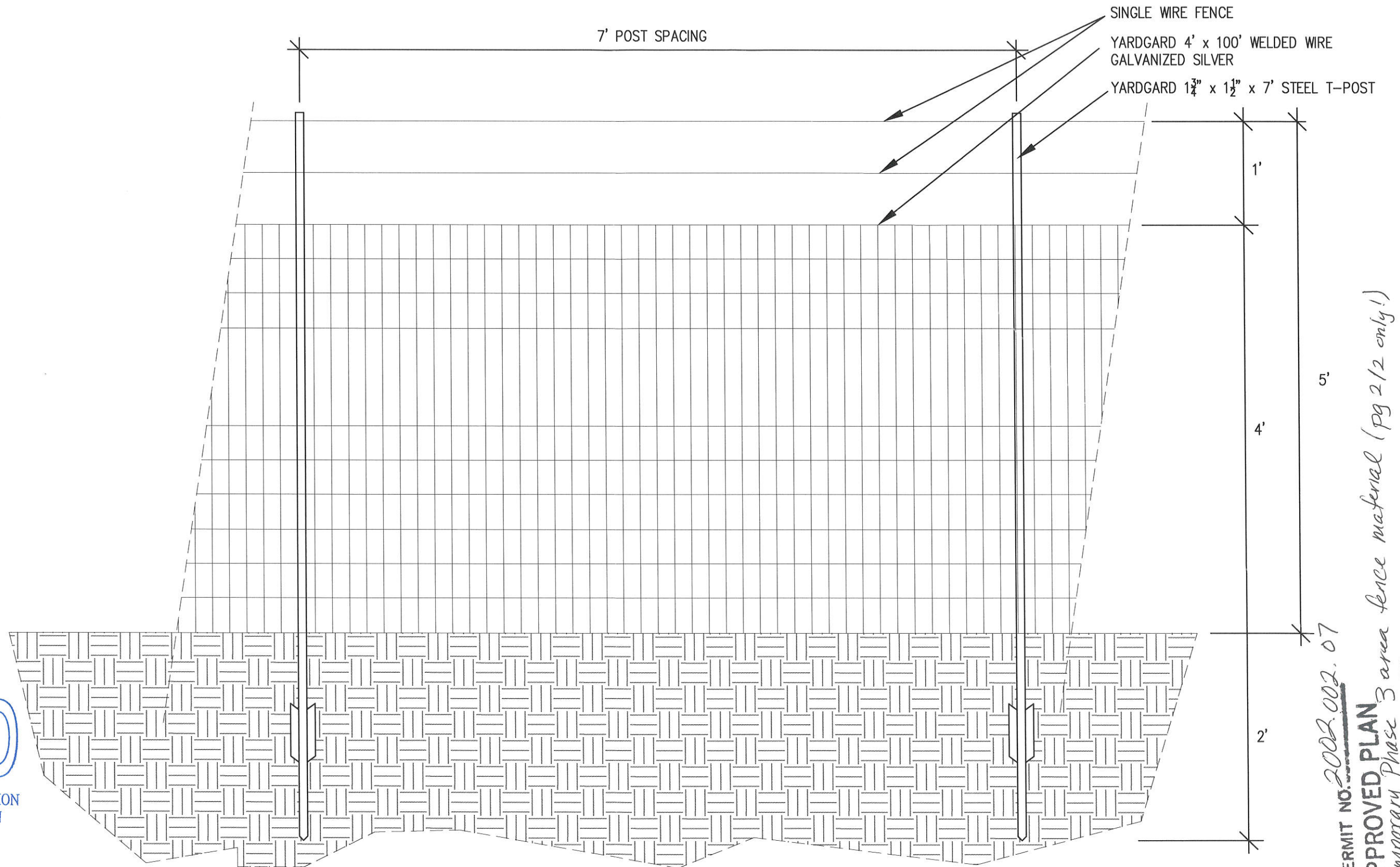
NO SCALE

PREPARED: 04/13/2017
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SDC PERMIT NO. 2002.002.07
APPROVED PLAN
Temporary Phase 3 area fence material (pg 2/2 only!)

For: A. Gaffney

By: 5/5/17